## POTOMAC RIVER BOATS. E. S. RANDALL POTOMAC RIVER LINE. Str. HARRY RANDALL, Mondays and Wednesdays at 4:00 p.m. and Saturday at 7 a.m. for Colonial Beach, Colton's, Bushwood, Rock Point, Curriomen, Nomini and intermediate landings on river. On Monday's and Wednesday's trips landings in Lower Machodoc are made in addition to regular, schedule. regular schedule. Str. WAKEFIELD, Tuesdays, Thursdays and Sunday at 7 a.m. for landings to Colonial Beach and Wirt's wharf. Str. for GLYMONT and intermediate landings at 9 a.m. daily, except Sunday. Returning about 4 p.m.

#### Maryland, Delaware and Virginia Railway Company.

On and after September 8 steamers will leave 7th st. wharf every Sunday, Tuesday and Thursday at 4 p.m. for Baltimore and river landings, arriving in Baltimore early Tuesday. Thursday and Saturday morning. Returning leave Baltimore, Pier No. 9, Light st., every Tuesday, Thursday and Saturday at 5 p.m., arriving in Washington early Thursday, Saturday and Monday morning.

All river freight must be prepaid.
Accommodation for passengers unsurpassed.
T. MURDOCH, STEPHENSON & BRO.,
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sel-tf.25 Telephone Main 745.

sel-tf,25 Telephone Main 745.

#### OCEAN TRAVEL

Hamburg-American Line. Plymouth—Cherbourg—Hamburg. \*Patricia Sept. 16, †\*Bluecher Oct. 5
†Deutschland Sept. 21 †\*Moltke Oct. 12
†Pretoria Sept. 23 †Pennsylvania Oct. 14
†Waldersee Sept. 30 †Deutschland Oct. 19
†Grill Room. \*Gymnasium on board. †Calling at
Dover for London and Paris.

New York-Naples-Genoa. PRINZ ADALBERT ... Oct. 31, Dec. 19, Feb. 3

\*HAMBURG ... Sept. 28, Nov. 14, Jan. 6

PRINZ OSKAR ... Oct. 10, Nov. 28, Jan. 13

\*F. BISMARCK (new) ... Oct. 21, Dec. 5

\*Calls at Gibraltar eastbound.

HAMBURG-AMERICAN LINE, 37 B'WAY, N. Y.

E. F. DROOP & SONS, 825 Pa. ave.

se13-21d

FRENCH LINE. COMPAGNIE GENERALE TRANSATLANTIQUE.

Direct Line to Havre—Paris (France).

Sailing every Thursday at 10 a.m.,

From Pier No. 42, North River, foot Morton st., N.Y.,

La Bretagne... Sept. 14 \*La Lorraine... Oct. 5 \*La Touraine... Sept. 21 La Bretagne... Oct. 12 La Gascogne... Sept. 25 \*La Touraine... Oct. 19

\*Twin-screw steamers.

General Agency, 32 Broadway, New York.

GEORGE W. MOSS,

1411 G ST. N.W. mh1-312t,eSu,14

AMERICAN LINE. PLYMOUTH-CHERBOURG-SOUTHAMPTON, PHILADELPHIA-QUEENSTOWN-LIVERPOOL ATLANTIC TRANSPORT LINE NEW YORK-LONDON DIRECT. RED STAR LINE.

ANTWERP-DOVER-LONDON-PARIS. WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL BOSTON-QUEENSTOWN-LIVERPOOL TO MEDITERRANEAN VIA.

TO MEDITERRANEAN AZORES THE MILDIT LIKE TAY AZORES.

FROM NEW YORK.

CRETIC. Sept. 26, noon; Nov. 4, Dec. 7

REPUBLIC Oct. 19, noon; Nov. 30, Jan. 20, Mar. 9

CELTIC (20,004 tons) Jan. 6, Feb. 17

FROM BOSTON:

ROMANIC. Sept. 16, noon; Oct. 28, Dec. 2, Feb. 3

CANOPIC. Oct. 7, Nov. 18, Jan. 13, Feb. 24

WASHINGTON OFFICE. 1306 F ST. N.W.

DAVID LINDSAY, Passenger Agent.

fe4-312,eSu, 25

NORTH GERMAN LLOYD Fast Express Service. PLYMOUTH—CHERBOURG—BREMEN.
K'prinz Sept. 26, 1:30 pm Kaiser... Oct. 31, 10 am
Kaiser... Oct. 3, 10 am K.Wm. II...Nov. 7, noon
K.Wm. II. Oct. 10, 1 pm Kronprinz Nov. 21, II am
Kronprinz. Oct. 24, noon Kaiser... Nov. 28, 10 am
Twin-Screw Passenger Service. PLYMOUTH—CHERBOURG—BREMEN.

\*Rhein...Sept. 19, 10 am Bremen...Oct. 17, noon Friedrich. Sept. 28, 10 am \*Rhein...Oct. 26, 10 am Kurfuerst. Oct. 5, 10 am \*Triedrich. Nov. 2, 10 am \*Main...Oct. 12, 10 am \*Main...Nov. 14, 10 am \*Satis for Bremen direct.

GIBRALTAR—NAPLES—GENOA.

Irene...Sept. 23, 11 am] \*Neckar...Nov. 4, 11 am
Albert...Oct. 7, 11 am
Luise...Oct. 14, 11 am
Luise...Nov. 18, 11 am
Irene...Oct. 28, 11 am | Irene...Dec. 2, 11 am
Irene...Oct. 28, 11 am | Irene...Dec. 2, 11 am
OELRICHS & CO., NO. 5 BROADWAY, N. Y.
E. F. DROOP & SONS CO., 925 PENNA. AVE.
mh22-312t.eSu.28

Mediterranean Service.

#### SPECIAL NOTICE In addition to the well-known twin-screw steamers PRINZ ADALBERT and PRINZ OSKAR, the magnificent large twin-screw steamers

Hamburg and Furst Bismarck Will Be Placed in the

Mediterranean Service Of the Hamburg American Line.

Next Sailing S. S. Hamburg Sept. 28. To GIBRALTAR, NAPLES and GENOA. For Other Sailings See Regular Advertisement. HAMBURG AMERICAN LINE,

E. F. DROOP & SONS, 925 Pa. ave. se11,13,15-3t,30

#### RAILROADS.

Trains leave from Pennsylvania Station.
7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.
10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia,
Savannah and Jacksonville. Dining car service.
11:15 a.m. Daily. United States Fast Mail.
First-class coaches and sleeper to New Orleans.
Dining car service. Dining car service.
4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.
4:55 p.m. daily. Local for Warrenton and Char-4:55 p.m. daily. Local for Warrenton and Charlottesville.
7:30 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbus, Ga.; Sunset tourist sleeper Washington to San Francisco Mondays and Fridays.
9:50 p.m. Daily. New York and Florida Express. Through coaches and sleepers to Columbia, Savannah and Jacksonville. Sleeper to Augusta and Port Tampa. Dining car service a la carte.
10:00 p.m. Daily. New York and Memphis Limited (via. Lynchburg). First-class coach and sleeper to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to Birmingham and New Orleans. Dining car service.

car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train; observation car to Atlanta and Macon; club car to Atlanta; sleepers to Nashville, Atlanta, Macon, Birmingham, Memphis and New Orleans. Dining car service.

TRAINS ON BLUEMONT BRANCH.

Leave Washington 8:10 a.m., 1:30, 4:15, 4:45, 5:05 p.m. week days, for Bluemont; 6:28 p.m. week days for Leesburg only. On Sunday leave Washington 9:01, 9:10 a.m., 6:28 p.m., for Bluemont.

Through trains from the south arrive Washington 6:42, 6:52, 9:40, 9:50 a.m., 3:00, 9:30 and 9:50 p.m. daily. Local trains from Harrisonburg 11:55 a.m. week days and 9:20 p.m. daily. From Charlottesville, 8:25 a.m.; from Lynchburg, 9:20 p.m.

daily.

Tickets, riceping car reservations and detailed information can be had at ticket offices, 705 15th st., 511 Pa. ave. and Pennsylvania Station. Baggage checked through from hotels and residences.

Thone Main 3730 P. R. R. Cab Service.

Phone Main 3730 P. R. R. Cab Service.

Thone Mai

Seaboard Air Line Railway.

TICKET OFFICE, 1421 PENNA. AVE.
For Petersburg, Raleigh, Wilmington, Columbia,
Savannah, Jacksonville, Tampa, Atlanta, Birmingham, Mobile, Pensacola and New Orleans,
10.50 A.M. DAILY-Seaboard Mail-Through
Pullman Sleeper to Jacksonville, Fia., connecting
at Hamlet with Pullman Sleeper to Atlanta,
6.25 P.M. DAILY-Seaboard Express-Solid train
to Jacksonville and Tampa, with through Pullman
Sleepers. Also sleeper to Birmingham on this train.

## ATLANTIC COAST LINE.

4:80 a.m. dally—Sleeping Cars New York to icksonville, Fla. Jacksonville, Fla.

8:45 p.m. daily—Sleeping Cars New York to Port
Tamps, Fla., via Jacksonville; New York to Augresta, Ga.; New York to Charleston, S. C.; WashIngton, D. C., to Wilmington, N. C. Connects at
Petersburg for Norfolk via N. & W. DINING CAR
SERVICE on this train.

For thekets and all information apply at the
OFFICE OF THE LINE, 601 PENNSYLVANIA
AVENUE NORTHWEST, AND PENNSYLVANIA
AVENUE NORTHWEST, AND PENNSYLVANIA

PAHROAD STATION.

A. L. REED.

District Passenger Agent, Washington, D. C. J. CRAIG, H. M. EMERSON.
Gen. Pas. Agt. Trame Manager. Chesapeake & Ohio Ry.

Shedule effective September 4, 1905.
(Trains leave Pennsylvania Station.).

2:30 p.m. Daily—CHICAGO AND ST. LOUIS SPECIAL. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Reaches Cincinnati 8:00 a.m., Louisville 11:00 a.m., St. Louis, 6:30 p.m., Chicago 5:30 p.m. Pullman service to Louisville, Chefmati, Iodianapolis, Chicago and and St. Louis. Parlor Car Washington to Virginia. Hot Springs week days. Dining car from Washington, meals a la carte.

11:10 p.m. Daily—F. F. V. LIMITED. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Pulimen sleepers to Checinnati, Lexington and Louisville without change. Compartment sleeper to Virginia Hot Springs daily except Sunday. Sleepers Cincinnati to Chicago and St. Louis. Dining car serving meals a la carte.

RAILROADS.

#### Chesapeake Beach Railway.

Every day this week until Saturday trains leave District Line Station 9:25 a.m., 2:30 and 5:30 p.m. Returning leave the Beach at 6:35 a.m., 2:15 and 7 p.m. SATURDAY-Going, 9:25 and 11 a.m., 2:30 and 5:30 p.m. Returning at 6:35 a.m.,

Sunday-Going, 9:25 and 11 a.m., 2:30 and 4 p.m. Returning, 7 a.m., 2:10 and 7 p.m. se12-tf-20

#### Pennsylvania RAILROAD

STATION CORNER OF SIXTH AND B STREETS 7:50 A. M. daily PITTSBURGH EXPRESS AND CHICAGO SPECIAL .- Parlor and Dining Cars on Chicago Special Harrisburg to Pittsburgh, Connects for Chicago, Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Broiler Parlor Car

to Harrisburg. 10:50 A. M. daily. MAIN LINE EXPRESS .- Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburgh.

12:01 P. M. daily. THE PENNSYLVANIA LIM-ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlor Car to Harrisburg.

12:01 P. M. daily. ST. LOUIS LIMITED.-Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Harrisburg.

3:40 P. M. daily. PENNSYLVANIA SPECIAL (18 HOURS TO CHICAGO).-Pullman Sleeping. Dining, Smoking and Observation Cars from Har risburg for Chicago. Sleeping Car to Harrisburg. Louis, Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Sleeping Car to Harrisburg.

5:40 P. M. daily. CHICAGO LIMITED.-Sleeping Car Washington to Chicago. Cafe Car Baltimore to Harrisburg. Sleeping, Smoking, Dining and Observation Cars from Harrisburg. For Chicago and Cleveland. :15 P. M. dally. ST. LOUIS EXPRESS .- Pullmar

Sleeping Car Harrisburg to St. Louis and Cincinnatt.

7:45 P. M. daily. WESTERN EXPRESS.-Pullman Sleeping Car to Pittsburgh and Chicago, Dining Car to Chicago. 7:45 P. M. daily. CLEVELAND AND CINCINNATI

Harrisburg, and Harrisburg to Cleveland and Cincinnati. Dining Car. 10:40 P. M. daily. PACIFIC EXPRESS.-Pullman Sleeping Car to Pittsburgh. Connects for Toledo, 7:50 A. M. daily. BUFFALO DAY EXPRESS, with through Buffet Parlor Car and Coaches to

Buffalo, via Emporium Junction. 7:50 A. M. for Erie daily, Canandaigus, Rochester and Niagara Falls daily, except Sunday. 10:50 A. M. for Elmira and Renovo daily, except

Sunday. For Williamsport daily, 3:40 P. M. :15 P. M. dally. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction. 7:45 P. M. daily for Erle, Rochester, Buffalo and

Niagara Falls, with Sleeping Car Washington to Rochester. 10:40 P. M. daily for Erie, Canandalgua, Rochester,

Buffalo and Nisgara Falls. FOR PHILADELPHIA, NEW YORK AND THE

EAST. 4:00 P. M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining

Express, 6:55, 8:50, \*10:00 (New York only) and \*11:00 A. M., \*12:35, 3:15, \*4:45, 6:50, 10:00 P. M., 12:30 night. On Sundays, \*8:50, \*11:00 A. M., 12:01, \*3:15, \*4:45, 6:50 and 10:00 P. M., 12:30 night.

For Philadelphia only, Express, 7:40, 10:00 A. M., 12:01 P.M. week days, 2:00, 4:00, \*5:35 and 5:40 P. M. daily: 6:55 A. M. Sundays

For Boston, without change, 7:40 A. M. week days and 5:35 P. M. daily. FOR ATLANTIC CITY.

Through Pullman Buffet Parlor Car, 12:35 P. M. week days. For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50 10:00, 10:50, 11:00 A. M., 12:01, 12:35, 1:15, 2:00, 3:15, 3:40, 4:00 (4:00 Limited), 4:20, 4:45. 4:48, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, Limited), 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40 P. M., and 12:30 night.

For Annapolis, 7:40 A. M., 12:35, 3:40 and 5:40 P. M. week days. Sundays, 8:50 A. M., 5:40 and lish farms and homes. It has invested more than twenty millions of dollars in

For Pope's Creek Line, 7:50 A. M. and 4:48 P. M. week days; 9:05 A. M. Sundays. Ticket offices, corner Fifteenth and G Streets, and at the station. Sixth and B streets, where orders

can be left for the checking of baggage to destination from hotels and residences. Telephone call "Main 3730" for Pennsylvania Railroad Cab Service.

Dining Car. W. W. ATTERBURY, J. R. WOOD. General Manager. Pass'r Traffic Manager, GEO. W. BOYD. General Passenger Agent.

#### Baltimore and Ohio R. R.

LEAVE STATION, New Jersey ave. and C at. ROYAL BLUE LINE ROYAL BLUE LINE

TRAINS "EVERY OTHER HOUR
ON THE ODD HOUR" TO
PHILADELPHIA AND NEW YORK
00 a.m. Diner, Pullman Parlor
00 a.m. Diner and Pullman Parlor Car.
00 a.m. Diner and Pullman Parlor Car.
00 p.m. Diner and Pullman Parlor Car.
00 p.m. Diner and Pullman Parlor Car.
00 p.m. Coaches to Philadelphia.
00 p.m. Coaches to Philadelphia.
00 p.m. Coaches to Philadelphia.
01 p.m. Sleepers.
03 p.m. Sleepers.
05 p.m. Sleepers.
06 p.m. Sleepers.
06 p.m. Sleepers.
07 p.m. Sleepers.
08 p.m. Sleepers. PHILADELPHIA AND NEW YORK.

7.00 a.m. Diner, Pullman Parlor
19.00 a.m. Buffet, Parlor, 5 Hr. Train,
19.00 a.m. Diner and Pullman Parlor Car.
11.00 a.m. Diner and Pullman Parlor Car.
21.00 p.m. Diner and Pullman Parlor Car.
23.00 p.m. "Royal Limited." All Pullman,
14.00 p.m. Coachea to Philadelphia,
55.00 p.m. Diner and Pullman Parlor,
85.00 p.m. Coachea to Philadelphia,
11.30 p.m. Sleepers.
25.7 a.m. Sleepers.
25.7 a.m. Sleepers.
41.00, 11.00 a.m., 11.00,
3.00 p.m.

\*3.00 p.m. EVERY HOUR ON THE HOUR SER

night.
CLEVELAND, \*9.13 p.m.
COLUMBUS, \*5.30 p.m.
WHEELING, \*10.05 a.m., \*5.30 p.m.
WINCHESTER, \*3.35 a.m., \*4.05, \*5.00 p.m.
ANNAPOLIS, week days, 8.00 a.m., 12.05 noon,
4.00, 6.00 p.m. Sundays, 8.30 a.m., 5.30 and 10.00

LURAY and ELKTON, \*4.05 p.m., through parlor car. FREDERICK, †8.35, \$9.15, \$10.05, †11.00 a.m., FIREDERICK, 16.35, \$3.15, \$10.05, \$11.00 a.m., \$1.15, 4.05, 15.30 p.m.

HAGERSTOWN, \$10.05 a.m. and \$5.00 p.m.

BOYD and way points, \$1.35, \$9.15 a.m., \$1.15, \$1.00, \$1.35, \$10.10, \$11.30 p.m.

GAITHERSBURG and way points, \$8.35, \$9.15 a.m., \$1.25, \$1.15, \$1.30, \$5.05, \$5.35, \$16.50, \$7.35, \$10.15, \$11.30 p.m.

WASHINGTON JUNCTION and way points, \$8.35, \$10.15, \$10.15, \$11.30 p.m.

WASHINGTON JUNCTION and way points, 78.55, 19.15 a.m., \$1.15, \$5.00, \$5.30 p.m.

\*Daily, 'Except Sunday, 'Sunday only, Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania ave. n.w., New York ave, and 15th st., and at station.

S. B. HEGE, District Passenger Agent.

New Wharf in Service. Smith's wharf, the new landing on the Potomac in King George county, Va., about forty miles down the river, is now in service, and the river line steamers are making at a cost of \$1.50 per acre, and a stock com-daily stops there. As yet only the pier head pany has been formed by the members of ice, and the river line steamers are making and warehouse is completed, and communication with the land is maintained by a large scow. The work of building the wharf out from the shore to the pier head is leving pushed and will be completed in a short time. Smith's wharf takes the place of Stiff's, that was destroyed by ice last win-

FT. ROMIE'S SUCCESS

Experience of the Salvation Army Colony.

RIDER HAGGARD'S VIEW

PRAISES THE STRUGGLE OF COM-MANDER BOOTH TUCKER.

What Has Been Done in Rescuing Families From the Slums and Helping Them to Acquire Homes.

BY WILLIAM E. CURTIS. Special Correspondence of The Star and the Chicago Record-Herald.

MONTEREY, Cal., September 5, 1905. Two weeks or so ago I wrote you about remarkable exhibition of altruism and sentiment to be observed near the city of San Diego, at a colony of theosophists at Lomaland. A striking and significant contrast may be found a short distance south of Monterey, four miles from a station called Soledad, on the coast line of the Southern Pacific railway. Both colonies are engaged in the pursuit of happiness and the promotion of the welfare of mankind. While their purpose is the same, they are composed of entirely different classes of people-mentally and physically -with different manners and methods. One is purely theoretical with its head in 3:40 P. M. daily. CHICAGO AND ST. LOUIS | the clouds; the other is intensely practi-EXPRESS. Sleeping Cars Washington to St. | cal and uses the bosom of Mother Earth for its pillow. One expects to attain Paradise by the use of Jacob's ladder and to sing with the angels in the Garden of Allah; the other is trying to fill the mouths of the hungry and escape the curse of poverty by raising potatoes, beans, onions, cabbages, sugar beets, alfalfa, berries and fruits

Both represent the universal brotherhood of man—one limited and the other unlimited. One wears Greek robes and searches with an imaginary torch for the Lost Mysteries of the Ancients; the other burns tallow candles, lives in cottages that cost \$250, pays 5 per cent on the price of a team of horses, a cow, two hogs, a dozen chickens, a plow, a wagon and a set of tools, secured by chattel mortgage, One represents the mysticism of theory. One represents the mysticism of theosophy: the other the commonplace, every-day realities of the Salvation Army. Both EXPRESS.—Pullman Sleeping Cars Washington to are objects of the greatest interest to all who have a taste for sociological prob-

> Salvation Army Colonies. The Salvation Army has three farm col-

onies in the United States. One, near Cleveland, has been largely sustained by the generosity of the late Senator Mark Hanna and Gov. Herrick of Ohio, both members of that branch of the universal brotherhood of man represented by the Salvation Army. The second colony is at Holly, Col., which I have several times described in these columns. The third called Fort Romie-is here. All three of them have boundless possibilities for good, but they are hampered by a lack of funds, like many other good movements. Many wise people believe that Commander Booth-Tucker, who has been promoting these colonies has found in them a solution of one of the great world problems by combining practical colonization with philanthropy and sending those who are capable of working their own way from the slums of the cities out ments thus far have

upon the irrigated plains. The experi-ments thus far have been eminently successful, and the British government re-cently sent Rider Haggard, the eminent novelist, to investigate the Salvation Army to adopting a similar scheme to remove a part of the surplus population from the slums of London, Liverpool, Manchester, Birmingham and other crowded cities of England and placing them upon public lands in various colonies of the British empire. Mr. Haggard's report is of the greatest interest and importance. He tells the story of the struggle of Commander Booth-Tucker and his associates against disheartening difficulties and their final triumph; and sums up his observations by saying: "It comes to this, therefore, that it would

be difficult to find a better instance of the advantage of skillfully managed land settlement for the benefit of persons without capital than that which is offered by Fort Romie, California. Indeed, I doubt if such another exists."

The New Zealand Experiment.

Mr. Haggard suggests that the imperial government of Great Britain guarantee the interest on loans for land settlement, a plan which has already been tried in New Zealand, where the colonial treasury not only guarantees the interest, but finds the money to enable poor immigrants to estabhas produced satisfactory results. The number of officially assisted colonists who

that way during the past ten years, and, according to the official reports, the policy have failed is comparatively small-about 17 per cent of the whole, I believe. Twenty-nine per cent have been eminently suc-cessful. The remaining 54 per cent have not distinguished themselves above each other. They are simply ordinary farmers, making a comfortable living and having neither poverty nor riches. But they must

be counted on the right side. The New Zealand experiment, which is very extensive, and those conducted by the Salvation Army in the United States, which are limited, seem to be sufficient to demonstrate the practicability of the policy; and every one will agree with Mr. Haggard when he declares in his report that the essentials for successful colonization are: 1. Sufficient capital, in order to loan set-

tlers whatever money they need at a moderate rate of interest. 2. Careful selection of settlers and of 3. Skilled, tactful, firm and sympathetic

management.

Plenty of Land Offered.

Wherever the Salvation Army has failed, wherever it has fallen short of its purpose, the trouble has been due to the lack of firm control and skillful managment and

TO BALTIMORE WITH PULLMAN SERVICE.
Week days: 2.57, 5.00, 6.30, 7.00, 7.20, 8.00, 8.30, 19.00, 9.30, 10.00, 11.00 a.m., 12.00 noon, 12.05, 1.00, 2.00, 3.00, 0.00, 11.30, 11.35 p.m.
Sundays: 2.57, 7.00, 7.20, 8.30, 9.00, 10.00, 11.00
a.m., 1.00, 1.15, 3.00, 3.30, 5.00, 5.30, 6.30, 8.00, 10.00, 11.30, 11.35 p.m.
WESTWARD.
CHICAGO & NORTHWEST, \*11.00 a.m., \*5.30 p.m.
CINCINNATI. ST. LOUIS and LOUISVILLE,
\*10.05 a.m., \*4.05 p.m., \*12.45 night.
PITTSBURG, \*11.00 a.m., \*9.15 p.m., and \*12.40
night. ritories. The late Senator Hanna intro-duced into Congress a bill granting sufficient tracts of government land to the Sal-vation Army for the same purpose, and it will undoubtedly become a law. But the great difficulty is the lack of ready money: a situation exasperating to a practical mind, who sees vast sums expended in vain in other directions, when the experiments at Fort Romie and elsewhere have been so

successful.

The general purpose is to transfer honest and intelligent families from the slums of the great cities to these farming colonies, where they can acquire homes and sufficient land to make a good living and bring up their children in healthy and hopeful surroundings. In order to do this the colonists require means that they cannot command. Some one must supply the money to pay their traveling expenses, provide them with cottages, live stock, implements and tools, At Fort Romle, for example, ten or twenty acres of land is allotted to each colonist at the rate of \$100 an acre. Similar land in the same neighborhood, outside of the colony, sells for \$125 and \$150 an acre. The Mon-terey Water Company furnishes irrigation the colony in order that they may build and control their own plant. Each colonist is expected to purchase his proportion of stock as soon as he is able to do so, in order that he may have a voice in the manage-

ment of the enterprise.

Houses, barns and other buildings are

plow, harrow and other tools and implements. Seed for planting and nursery stock is provided to those who wish to set out orchards. Speaking generally, the colonist and his family must be supported and provided with everything they need for at least one year after their arrival. The average cost is about \$1.500 for seed for the plant of the ost is about \$1,500 for each family.

Success of Fort Romie.

Nothing is given away. The fundamental principle of the Salvation Army is to make men and women earn all they get. It never gives away a morsel of food, or a garment, except to the sick and helpless; and the theory of its colonization is to assist deserving families to earn a comfortable living, acquire homes and enjoy happi-ness as a reward for their own labor, and not as a charity. Every dollar that is loaned or contributed to a family for any purpose—for transportation, support, seed, stock or tools—is charged against it, and becomes a lien upon its farm. At the proper time a mortgage is required to secure it, with interest at 5 per cent, the principal being payable in twenty annual installments, beginning the third year after the

settlement upon the land.
The Fort Romie colony has been success ful. It has furnished homes for a large number of happy families, rescued from the slums of San Francisco, Chicago, New York and other cities; and there is room for thousands more, if the Salvation Army could only find the money necessary to bring them out and give them a start. The colonists are raising all kinds of fruit and vegetables, especially potatoes, beets and poultry. Few of them have had the benefit of farm training, but Capt. Erikson, the manager, has shown great skill, tact and patience in teaching city-bred people how to till the soil and raise chickens and fruit. The colony occupies a part of the old Catholic mission Soledad, founded in 1793, and its irrigation canal follows the line of an old ditch dug by the padres before they were driven out of the country.

Spanish Names of Places. Most of the places in California have queer Spanish names, which give them a tinge of romance and an attraction different from anything we have in the east, such as Arroyo Grande, De Luz, Lompoc, La Purissima, Gollieta, Pajaro, El Casco, and the names of the whole blessed army of martyrs and saints seem to be scattered over the map. The good padres who settled the country thought each town needed a patron saint. But the board of nomenclature at Washington, which was intrusted by Congress with the revision of the names of rivers, mountains and post offices, in order to avoid duplication and assist the post office clerks by simplifying things, has been taking great liberties with ancient and honorable titles, and has excited such indignation that the legislature of California passed a resolution of protest last winter and sent it to the President.

This resolution declares that the citizens of California treasure the memories of the early settlement of the state, and desire to perpetuate the monuments and names which have given local color to its history, and they appeal to the President and the Postmaster General to permit the old Spanish names to be preserved in their original form and to prevent the postal authorities from changing them to new names uncon-nected with local sentiment or tradition. The nomenclature of California, they say, is a part of the romantic history of the state, and helps to tell the story of its past. Most of the names have come down from early Spanish occupation; they are rich in associations and have a melody of sound, in addition to the reverence which posterity should have for the reasons that caused many of them to be applied.

A protest is also made against the combination of two names into one, which is often absurd and ridiculous. For example, Grub Gulch, a historic mining town, blushes with shame when it appears in the postal guide as Grubgulch; Burntranch does not recognize itself; Gwinmine seems ridiculous, while Lamesa, which is the Spanish for "the table land;" Losgatos, Lomalinda, Santaynez and Paloalto are unnatural and of fend the taste.

BLEW UP THEIR STEAMER.

A Cargo of Rifles and Cartridges for the Finns.

A cablegram from Helsingfors, Finland. says: Customs officials on Saturday discovered 600 carbines of Swedish manufacture, with bayenets, and 120,000 cartridges on a barren island in the Gulf of Bothnia, near Kerni. On Sunday morning a boat belonging to the customs service discovered a 300-ton steamer near Kalf-skaer Rock, twenty miles outside Jakobstad. The captain and members of the crew, who spoke in English, declared that the steamer was fully loaded with rifles and cartridges, and thereupon the customs of-ficials ordered the captain to take his vessel into port and discharge the cargo.

The steamer proceeded toward the shore the customs boat going in the meanwhile toward a nearby island. Suddenly several explosions were heard from the steamer, and the customs officers on returning found the vessel sinking and her crew in lifeboats disappearing hurriedly toward the south The officers impressed into service a number of fishermen, who unloaded most of the rifles and ammunition on the beach. The steamer grounded in shoal water. Her name was painted over, only the letters "John Bash fton"

American and German flags were found on board the vessel. On the night previous to the discovery of

the rifles and ammunition on the Island near Kerni a fisherman, he declared, saw a small steamer cruising in a curious man ner in the offing.

#### BRAVERY IN "L" CRASH. Americans in Time of Peril Keep Wits

From the New York Sun. One of the witnesses of Monday morning's accident on the elevated railway declares that the men whom she saw "thrust the women aside" and had "apparently no thought for the safety of any one but them-

selves." An accusation of this kind is rarely brought against American men who are involved in accidents. To push aside or trample on women in panic fear is not the natural or characteristic thing for an American man to do. Rather, as those who have had opportunity for personal observation can testify, the native-born male American keeps his wits in time of danger and sees first to the safety of women and children. If this characteristic coolheadedness and spirit of intelligent self-sacrifice no longer animates New York crowds a great and regrettable change has been wrought in their composition within a comparatively

short time. In general, Monday's accident found the men and women to whom the work of res-cue fell ready and prepared. Most striking is the case of Policeman Henry Aiken, who standing on the sidewalk, was knocked down by a fragment of a car platform and injured painfully and severely. As soon as he could regain his feet and get his bear-

ings he set to work.

He began helping people who fell from above and who seemed worse off than he was himself. He got to working harder and harder. He was nearly blinded with Moran and an expressman found him tugging at the body of a girl-she was dead-pinned under a side of the fallen car. They dragged him away and lifted him into the expressman's wagon. The ex-pressman took him to Roosevelt Hospital, where it was found that the old fellow had three ribs broken, that there had been a rupture of the cartilages of his chest and The "old fellow" was a veteran patrolman, pretty thoroughly saturated with the spirit and traditions of his work. A police department that includes such men, in-spired by a sense of duty such as set Aiken

at work to help others, is not wholly bad. The woman who accuses some of the men passengers on the train of cowardice says "I saw a physician dressed in white crawl under the wreckage and minister to the in-jured until he himself was caught by a falling beam. He was soon released and

continued his work. A negro saw a hysterical girl rushing along the structure. She was preparing to jump to the street when he "grasped her in his arms and climbed down a pillar with her." No cowardice or lack of coolness can be found there.

Priests, doctors, nurses, policemen, firemen, the residents and tradespeople of the neighborhood turned out to aid the injured

and care for the dead with generous disre gard of their own danger, impelled to ca-tion by humane impulse and commendate devotion to duty. Even if there were some men guilty of cowardly brutality, there except Sunday. Sleepers Cincinnst to Chicago and St. Louis. Diaing car serving meals a la carte.

Reservation and tickets at Cheapeake and Ohlo office, 513 Fenusylvania at least for ear least F, and at the station. Telephone Mais 1006, General December 1006, General December

## TOLD STRANGE STORY

Motorman Said Switch Was Designedly Wrong.

TALKED TO A FRIEND

KELLY HURRIED FROM SCENE OF THE ACCIDENT.

Saw Thomas Hughes and Charged That Job Was Put Up Against Him.

A dispatch from New York says: There will be three separate investigations of the elevated wreck of Monday, when a car toppled from the structure at the curve at 53d street and 9th avenue, killing twelve persons and injuring forty-two others. At least one of these will go into the methods of operating the elevated road, the kind of men employed and other matters pertaining to operation. This will be conducted by Frank M. Baker of the state railroad commission and will begin today in the Whitehall building

Coroner Scholer told Commissioner Baker yesterday that the coroner's inquest would not begin for a week, as he desired to collect all the data possible before the examination and give the police every opportunity to arrest Paul Kelly, the motorman of the wrecked train, who disappeared directly after the disaster and of whom no trace has since been found. An investigation will also be conducted by General Manager

Hedley of the Interborough. What Kelly's defense will be when he is arrested was outlined yesterday when De-tective Weltzfelder of the West 47th street station got hold of Thomas Hughes, a mo-torman of the 3d avenue elevated road, living at 201 West 126th street. After he had been thoroughly examined by Coroner Scholer Hughes was released. It was to Hughes' house that Kelly went immediately after the accident, and that is the last trace the police have of him.

Kelly's Story as Told by Hughes.

Kelly told his story to Hughes, so Hughes said, and Hughes repeated it yesterday to the coroner. According to Hughes, Kelly was very much unstrung and seemed to fear that he would be made the scapegoat of the whole affair. Hughes said he advised Kelly to go down to the company's office and make his report, and then give himself up, but the excited motorman said he wanted a day or two to thing the matter over and see what the developments might be. This, Hughes said, convinced him that Kelly was still in the city. He said that Kelly had no money with which to leave town. This is Kelly's story, as told to Hughes and by him to

"I left the terminus three minutes late. When I took the train I saw that the signals for 9th avenue-two white disks-were set, and they were not altered at any time during the run. At 59th street I got an order to skip 50th street on the way down, and the guards called out at 59th street, "Next stop 42d street." I was trying to make up the lost time, and so ran at full speed—about fifteen miles an hour—toward the tower at 53d street.

"As I approached the tower I looked at when I looked at the track again, just be-fore I reached the switch, I saw that the signals had been changed and that the two-foot signal showed a yellow disk, which means that the switch was set for

6th avenue." Accuses the Towerman.

Then Hughes made the most remarkable statement that has yet come out in the investigation. He said that Kelly told him he realized at once that Jackson, the towerman, was again "trying to do him." Asked to explain this, Kelly told Hughes that on several occasions Jackson had tried the same trick of throwing the signal for 6th avenue after it had been set for 9th Kelly said he was compelled to back his train to the other tracks and that he lost several minutes thereby and had got

into trouble with the company. "I put on my brakes when I saw that could not avoid the curve,' Hughes, "but the speed of the train was too great to have any effect, and the next Hughes asked Kelly if he had set his emergency brakes, which would have brought the train to a stop, but Kelly said he had not. He did not know why he made this error except that he was excited and rattled over the alleged throwing of the

switch. "A minute after the accident," continued Kelly, as quoted by Hughes, "while I was standing dazed in the motor box, a young fellow came up to me and said: You'd fellow came up to me and said: better get out of here. That crowd will lynch you if they get hold of you. You get your hat and coat off and come down with me and take a drink to brace you. I'll see that you get through all right. Kelly said he refused to take a drink but followed the man down the tracks and to the street. Then he took a car up town and went to Hughes' house. Hughes said that Kelly was so unstrung that he took him across the street, and hey had two drinks of whisky. Every one was talking about the accident, and the boys were cry-ing extras in the street, and all this got Kelly so excited, according to Hughes, that it was impossible to get him to do anything rational. Hughes said he left Kelly

before noon, and has seen nothing of him Hughes said that Kelly had friends in Boston, and the police of that city were asked last night to watch for him.

Railroad Commission's Inquiry. Preliminary to the investigation by th state railroad commission Charles E. Barnes, the electrician of the board, prepared a blue print of the scene of the wreck, which will be used by the commis sion. Mr. Baker decided yesterday to go on independently of the coroner, and he declared that the investigation would be

thorough in every particular. Mr. Baker is authority for the statement that not only will the 53d street curve and crossing come under the inquiry of the commission, but that the entire elevated system will be looked into. Every grade, every curve, and every condition of the system will be carefully examined. Particular attentison will be paid to the curve at 110th street. The speed of the trains at that point and the swaying of the new station there will be investigated. Health dssioner Darlington will assist Mr

Baker in his investigation. condition of affairs exists at 53d street and 9th avenue on the elevated road. They consider the curve there the most danger ous on the system, for the reason that it is not banked. From the point where the curve begins to 53d street is only 125 feet, making a very sharp turn which cannot be taken by the trains unless they are running under very slow headway. One hundred and sixty-five feet from where the turn begins is the two-foet track

signal, and but fifty feet north of this is the six-soot signal. Within less than half block from the switch are the only signals to warn the motorman whether he has a proper right of way. Of course, the engineers say, the motorman is supposed to see the signals a block or more away, but they contend that all the signals for a dangerous point in the line should not be confined within 215 feet as in the presen

Says a Banked Curve is Impossible.

Mr. Hedley said yesterday that a banked curve at 53d street was impossible. The company, he said, would gladly bank it if it could be done. He said that should the outer rails of the curve be raised it would interfere with the 9th avenue trains. The curves at other points, 110th street, 53d and 6th avenue, 6th avenue and 3d street, and Broadway and Church street were all banked, he said.

# A SUBURBAN HOME. UNLESS YOU VISIT

Washington's most attractive subdivision, you will not be convinced that DOMINION HEIGHTS offers the best advantages to Washingtonians that were ever offered in or about Washington. Situated over 400 feet above Washington, overlooking the city, on the heights of old Virginia, this subdivision comprises over twelve acres.

It has streets, alleys, sidewalks, trees and is an ideal spot to build a suburban home.

We offer you building sites from \$125 to \$250, and allow you to pay in small monthly payments to suit yourself.

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E. H. TAGGART, CERMAN OF FREEPORT BLDC. THIRTEENTH ST.

guards yesterday. Mr. Hedley issued at order that every train, whether of the 6th or 9th avenue division, must come to a full stop before making the 53d street crossing The same order was issued regarding al

the curves along the lines.

Ten victims of the wreck remained in Roosevelt Hospital yesterday. Several of those whose hurts were not serious went to their homes and two were transferred to Bellevue. All Monday night and up to dawn yesterday the Roosevelt Hospital surgeons were busy with the injured. Miss Hecker, the supervising nurse, stuck at her post from the time the first victims were brought in until yesterday morning.

Fear More Deaths.

The operation of trepanning was per formed on William T. Neibuhr yesterday. His skull was fractured and several pieces of the bone were pressing on the brain. His condition last night was slightly improved. Amputation was found necessary in the case of William Engel, and his right leg was cut off above the knee. The sur-geons also amputated the left arm of John J. Towler. Both stood the shock well. The physicians are still fearful that four or five more victims will be added to the list of

The police of the West 47th street station have a large collection of articles dropped by the victims. They consist of men and women's hats, satchels, a kit of carpenter's tools, several fishing rods and several watches and brooches.

According to the police, the ambulance chasers were not long in getting in their work. While the wreck was being cleared away they say they picked up the cards of not fewer than twenty lawyers; these, the police say, had been distributed among the track signals. Both of them—the sixfoot and two-foot signals — showed
green disks, which means clear road
ahead for 9th avenue. As I always do, I green disas, which he was a sea of the sea o

the injured at the wreck. He is Dr. Ben-jamin Radgib. Dr. Radgib had just left a house in 53d street, where he had been working for hours over a patient, when he heard of the disaster. He was among the first to get there, and he didn't stop until the police saw he was exhausted and led

ILLEGAL OYSTER FISHING Police Boats Endeavoring to Capture

Violators of Law. The Maryland oyster police force is making a vigorous effort to put an end to the taking of shells and small oysters from the beds in the river, and the steamers Gov. McLean, Gov. Thomas and the schooner Bessle Jones have been patrolling the river oyster beds constantly since the season opened.

Capt. Turner, in charge of the McLean, was cruising off Lower Cedar Point and Mathias Point Monday, and chased a large fleet of boats from the beds near Upper Machodoc creek into the mouth of the creek, where the shoal water prevented the steam-er from going after them further. Notice has been given the oystermen that arrests will be made of all boats found with dredges and cranks aboard, no matter where the vessel may be found. As the dredging season does not open for a month yet, the presumption is that those who have dredges aboard have violated the law or are preparing to do so. In the creeks a large number of tugboats are lying, and all are buying oysters, shells and scrapings from the oyster beds at 10 cents per bushel.

These are taken to other points, not only in Maryland and Virginia, but all along the Atlantic, and are planted and allowed to mature into fine oysters. It is the scraping of the oyster beds and the taking of shells and small oysters that the police are most anxious to break up, as it is this that depletes the natural oyster beds and makes them worthless except for replanting, which, under the system of public ownership, is

never done. Commodore C. B. Howard, commanding the Maryland state fishery force, is in Bal-timore to report to Gov. Warfield on the conditions in the Potomac river and to ask that the governor of Virginia be requested to send one of the Virginia police steamers to aid in preventing oyster-law violations on the Potomac. Capt. Howard has been operating between Swann Point and Cedar Point on the Potomac, and several arrests have been made. It is estimated that fully 500 oystermen are working on the river on the oyster-bearing grounds, and the greater number of them are waiting an opportunity to take oysters in violation of the law. The growth of oysters on the Potomac is oystermen are taking them by the whole sale for bedding and planting elsewhere.

ginia force is wanted in the bays and creeks on the Virginia side of the river, where the oyster violators seek shelter, in order to put a stop entirely to it.

It is probable that Gov. Warfield wil.

make the request to Gov. Montague of Virginia today, and the steamer Rappahannock will be detailed for the work.

Capt. Howard and his force have in a large

measure put a stop to these illegal depredations, but the active co-operation of the Vir-

Reports coming from the oyster beds in the Chesapeake and along the eastern shore of Maryland indicate an unusually fine growth of oysters. In a bushel of oysters taken from a bed supposed to be depleted, off the mouth of the Chester river, a large number of small oysters were found cling-ing, and by actual count just 2,290 of these little oysters were found. In three years these oysters would have matured to marketable size, so that the oystermen are of the opinion that the outlook for oysters in this vicinity is fine if the heds are allowed to mature and are not disturbed by the illegal dredges.

Ex-Confederate Soldier Dead. Mr. James Vass Chilton, a well-known res-

was an ex-confederate soldier, and at the close of the war entered the government service, being one of the assistants to the Attorney General under President U. S. Grant. He was the son of Mr. Samuel Chilton, once a member of Congress from Virginia and one of the defenders of John

### CHIEF TO THE CHIEFS

MAJOR SYLVESTER'S ADDRESS AT CONVENTION.

Makes Strong Plea for Larger Co-Operation in Supplying Data for the Identification of Law-Breakers.

A dispatch from Albany, N. Y., last night says: At the first day's session of the annual meeting of the Police Chiefs' Association of New York state, at Albany, N. Y., today, the chief address was delivered by Maj. Sylvester, superintendent of police of Washington, D. C., and president of the International Association of Police Chiefs. Maj. Sylvester, who is looked upon as

country, talked about the long and continual fight by the police throughout the country against criminals. He urged upon the chiefs the importance and value of cooperation in criminal identification and police work. He also lauded the employment of finger prints and palm impressions in criminal identification. His speech was in part as follows: The more effective the organization for

one of the best police authorities in the

the accomplishment of certain ends the better the prospects for success. This is es-pecially true with regard to military and police endeavor. If the police forces of the country today adhere to the methods and practices of ten years ago they would not be prepared to contend with the criminal and disorderly classes.

Must Co-Operate.

"It matters not, in my opinion, how well perfected the organization of a force may be locally, it is weak as a police institution in this progressive age if it cannot command the earnest co-operation on the part of the police heads throughout the country. It should not be forgotten that in this period those agents of the people who are chosen to combat crime must more than ever before have a higher intelligence, more accurate training, greater courage, moral and physical, to say nothing of energy and loyalty, in order to cope with educated, clever, unsuspected professionals, who have superseded the gold-brick man of days gone by. In time the bank burglar, with his can of powder and drill, has given away to the yeggman, who uses nitroglycerin; the fakir, who delighted the citizens with cheap gold rings, has given place to the 'gentleman' who sells cheap gold mines, and three-card monte has gone over the divide, and bucketshops and 'sure things' prevail. The charms of rapid life have produced embezzlers, check-raises and forgers. In many cases the financial absorptions have been so monumental as to astonish the world, and in other cases so small and simple as to bring ridicule upon the victims. The workers along these lines are not illiterate denizens who follow the show, but shrewd, intelligent men, who, to be overtaken, must have intelligence

#### applied against them, and that means complete co-operation. Does Not Now Exist.

"That does not exist at this time, but it is more general than ever known in the history of the country. The organization of the International Police Association, which will celebrate the thirteenth year of its existence in another year, has been the prime factor to bring about improved personal and official relationships between the police heads of the various cities and towns of the United States and Canada, Organized with membership of fifty, over 200 officials now lend it hearty support. The annual ex-change of views, production of papers on appropriate topics and exhibits of appli-ances and facilities have resulted in abundant good to society. We have improved methods and devices in vogue; the humane treatment of prisoners, houses of detention and juvenile courts are all outgrowths. "This association established a national bureau of criminal identification, which it hopes to have the government encourage. It produced a wonderful exhibit at the world's fair in St. Louis, bringing educa-tional features from England, France, Japan and other foreign countries. The assembling of police commissioners and chiefs from our own and other lands was a great lesson to the world and each and every participant. Those of this country who participated in the deliberations of the international association have been made broader, better brothers and officials, but the army engaged in fighting crime and criminals will not be fully organized until the chief of every city in the country en-

Praises State Associations. "An outgrowth of this movement is the organization in the several states of state associations, which keep alive the principles we are contending for and which should exercise an influence for the enactment of proper and timely laws not only for the good of society, but in the interest of the American policeman. Those employed in the trades-mechanic, railroad man and laborer-have been more adequately paid, given fewer hours of labor, while the prices of necessities have advanced, but the men who comprise the institution upon which all others must depend-the policemen-are overlooked.

lists and thereby extends the line of bat-

"It is important that you urge upon the departments everywhere the value of crim inal identification. This country has estab-lished in various citles the Bertillon, or metric, system of measurements, which car-ries with it the front and side photo-graphs of prisoners, descriptions and marks, ident of Fauquier county, Va., died at his home in Warrenton Sunday last, in the sixty-fourth year of his age. Mr. Chilton combination is preferable if it can be had, was an ex-confederate soldier, and at the but where the expense interposes to prevent the cost of the finger-print process is so in-significant that it should be possessed and practiced by all. With so admirable a plant of identification as New York has, supervised by so intelligent and competent a superintendent, no police official in this state should plead poverty or want of